

# BACKGROUND

## SECTION I

CITY OF  
SOUTH SYDNEY-  
PROFILE AND  
TRENDS

## CITY OF SOUTH SYDNEY- PROFILE AND TRENDS

South Sydney today is a vibrant inner city community rich in diversity, character and people. Together the City's established physical patterns, its functional relationships and social networks give structure and memorable qualities to the urban environment. These form an overall image that collectively contributes to a unique identity of South Sydney.

But South Sydney is not perceived as an entity in its own right. In its current form the City has evolved from a series of distinct communities with markedly different social and economic activities and greatly varied interests. In earlier times the South Sydney area has been administered by no less than eight independent municipalities and more recently by the City of Sydney.



### *Regional Context*

A similar identity problem exists with South Sydney's position within a regional context. South Sydney forms part of a long established inner urban area which at different times has officially been classified in three separate 'regions', these being Central Sydney, Southern Sydney and Botany Bay Regions.

For the purposes of this Strategy, the region which has most meaning for South Sydney can be defined as the area between the following major centres: the Central Business District of Sydney, the City West Redevelopment in Ultimo/Pyrmont, the Central Industrial Area, Sydney Airport, Port Botany, and Bondi Junction (Refer to Map 1).

The region comprises the political centre of New South Wales, the highest concentration of local government administrations, the largest corporate and financial establishments in Australia, many large institutions, major regional open space and recreation facilities, tourist centres, much of the State's early heritage, and a number of large surplus government sites.

The region also contains four of Sydney's major employment and traffic generating centres which together employ over 300,000 people and generate approximately 100,000 daily vehicle trips in the morning peak. (FAC, Sydney Airport Draft Strategy Plan).

The Central Business District, which is the major employment and traffic influence on the region, facilitates a total of 500,000 daily visitors (including workers, shoppers, tourists and students), and generates 45,000 (or 45%) of all morning peak vehicles trips. (FAC, Sydney Airport Draft Strategy Plan).

Sydney Airport, which is now Australia's foremost international airport currently employs 20,000 workers along with 30,000 daily passengers. These estimates mean that each day there are about 50,000 people located at the airport. This results in 10,000 vehicle trips in morning peak hours, or 10% of the regional travel. (FAC, Sydney Airport Draft Strategy Plan).

Port Botany, which has now been established as Sydney's major port, facilitates 19 million tonnes of cargo annually. The port employs 1800 workers and generates 17% of vehicle trips in the region. (FAC, Sydney Airport Draft Strategy Plan).

South Sydney lies at the very centre of this region and as such plays a major role in providing the linkages between the major centres. But it also contributes to the region in the following ways:

- by continuing to provide Sydney's most compact and consolidated housing
- by providing essential support functions for the operation of the CBD
- by providing large tracts of employment/ industrial land in close proximity to the CBD, Airport and Port Botany
- by accommodating a high proportion of the region's main roads and public transport facilities
- by accommodating large institutional land uses which provide services and facilities to the Sydney population
- by providing several regional open spaces
- by accommodating major tourist, entertainment and cultural facilities.

The strong regional presence in the city has given rise to often hostile relations between local and regional interests, chiefly between those of local residents and the State. And while regional interests have tended to take a priority over the years there have been notable exceptions to the rule, such as the green bans on the demolition of traditional terrace houses in Waterloo by the former Housing Commission in the 1970's and the recent decision by the State Government to redevelop the Showgrounds in Moore Park.

The same struggle has also been fought against various major private developments proposed in the South Sydney area. These conflicts are very much an integral part of living in a complex and diverse inner city area. Today this situation is exacerbated by a growing awareness amongst the community of environmental issues and a concern for their rich cultural heritage. Unless active steps are taken to involve the community in decisions which affect their quality of life and continuing well-being, these struggles will only continue.

Yet despite the conflict and the economic recession, South Sydney continues to grow and accommodate regional pressures while other areas of the Sydney metropolitan region have declined. The city is currently undergoing a small 'boom' in medium density residential redevelopment of surplus industrial land in addition to several major non-residential development proposals on surplus government sites such as the Australian Technology Park at Eveleigh and the Private Hospital at the Royal Prince Alfred Hospital campus at Camperdown or the possible expansion plans for Sydney University.

The major elements which make up South Sydney's profile are discussed in detail under the following headings:

- *Population*
- *Housing*
- *Labour*
- *Transport*
- *Environment*
- *Urban Form*





## 1.1 POPULATION

As at the 1991 census the City of South Sydney has a population of 77,264 people. This represents an increase of nearly 3,000 people since 1986 but overall a relatively stable population (in terms of total numbers and ratios of males to females) over the 15 year period 1976-1991, as indicated by Figure 1.

A comparison of the South Sydney and Sydney Metropolitan region populations, on the basis of age structure reveals:

- a lower proportion of children and young people aged 0-4, 5-11 and 0-17 years olds within South Sydney (5%:7%, 4%:10% and 4%:9% respectively).
- a higher proportion of young adults aged 18-24 and 25-44 year olds (16%:12% and 40%:32% respectively).
- roughly similar proportions in the mature adults in the 45-64, 65-74 and 75 + age groupings.

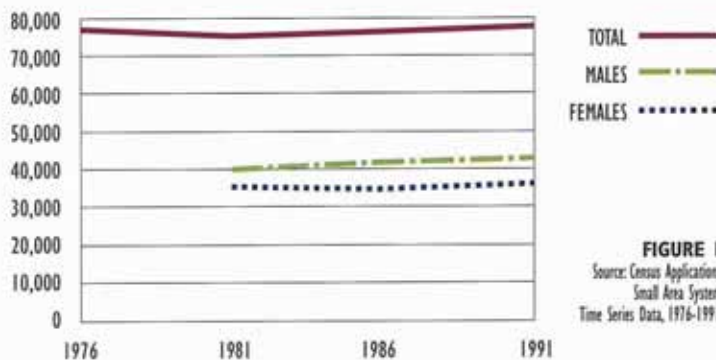
Figure 2 shows the changes in the age structure of the South Sydney population over the 1976-1991 period.

Significantly it reveals:

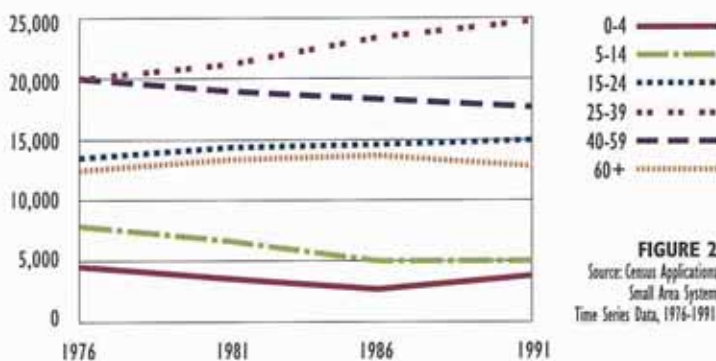
- Children aged 0-4 years on the increase.
- A declining, but stabilising population (ie. 5-14 years )
- A relatively stable, young adult population (ie. 15-24 years )
- Young adults aged 25-39 years increasing at a significant rate.
- A decreasing 60 years plus population since 1986.

Overall these trends indicate a regeneration of the South Sydney population with a gradual shift away from an aged population towards a younger population, and a resurgence of young families. This change is largely attributed to the gentrification of some areas within the City and an increase in public housing stock accommodating families in other areas.

POPULATION TRENDS  
(1976-1991)



AGE STRUCTURE TRENDS  
(1976-1991)



Other key characteristics of the population include:

#### *Place of Birth/Language Spoken at Home*

52% of people living in South Sydney are Australian born. Of those born outside Australia 30% were born in a predominantly English speaking country (ie. England, Scotland, Wales, Northern Ireland, Ireland, South Africa, Canada, USA and New Zealand) with the largest proportions from the UK (15%), New Zealand (10%) and the USA (2%).

Of those born in other (not predominantly English speaking) countries the highest proportions were born in China (5%), Greece (4%), Yugoslavia (2%), Vietnam (2%) and the ex Soviet States (2%).

Figure 3 indicates a gradual decline in the number of Australian born people living in South Sydney over the last 10 years, and a corresponding increase in people born overseas.

#### *Aboriginality*

Some 1112 persons living in South Sydney (around 1.5% of the total population) are Aboriginal or Torres Strait Islanders. Of these the majority (95%) are Aborigines. In relation to both cultural groups the number of females exceeds the number of males (54% and 65% respectively).

#### *Religion*

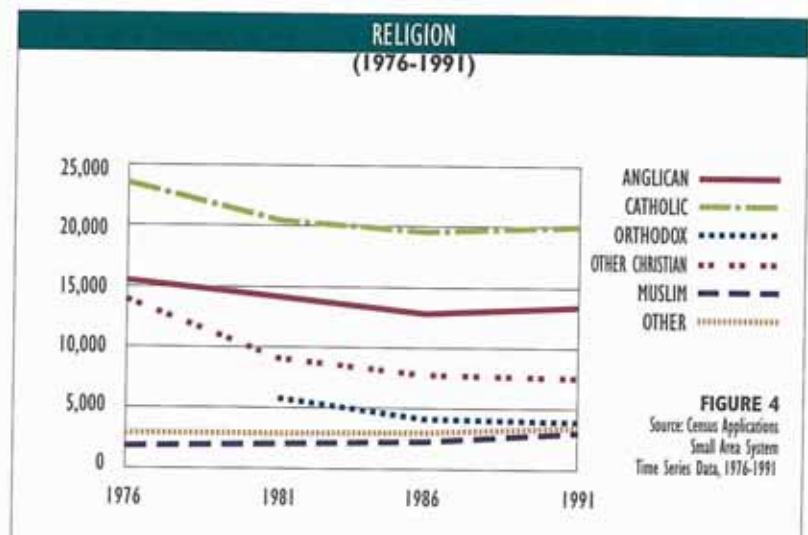
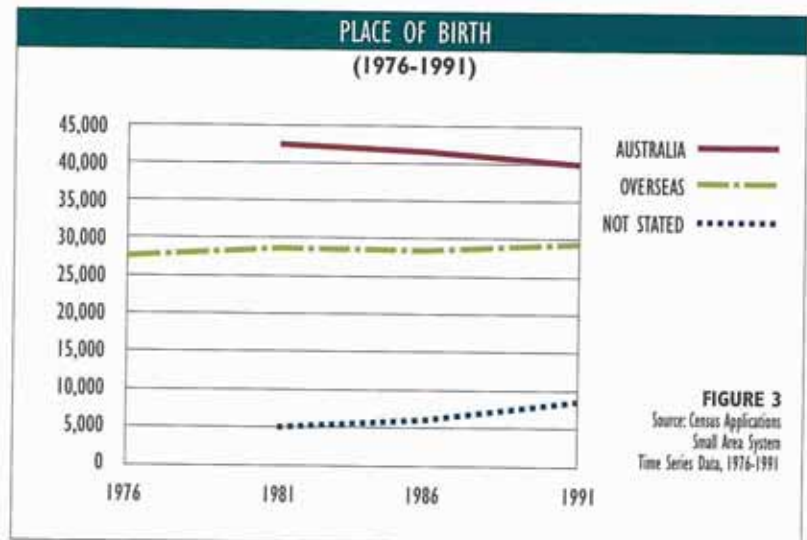
The largest proportion of the population are Catholic (25%) followed by Anglican (17%), Orthodox (5%) and Presbyterian (3%). Only 6% of the population are non Christian, the largest proportions of which are Buddhist (2%) and Islamic (1.5%).

Figure 4 shows the trend in major religious affiliations of the South Sydney community over the 1976 - 1991 period.

#### *Households/Family Structure*

38% of households in South Sydney are one person households, 15% are occupied by couples without offspring, 15% by group households, 11% by two parent families, 8% by one parent families, 2% by families of other related individuals and 1% by multiple families. (10% were occupied on some other basis).

Significantly 22% of total families are one parent families, 30% two parent families, 42% couples without offspring and 6% families of related



individuals. When compared to the family data for the Sydney Metropolitan area, South Sydney has a much higher proportion of one parent families (22%:8%) a lower proportion of two parent families (30%:44%), and a slightly higher proportion of couples without offspring (42%:40%).

### **Marital Status**

Of the population over 15 years of age 50% have never married, 31% are married, 4% are separated but not divorced, 9% are divorced and 6% widowed.

When compared to the Sydney region South Sydney has:

- A higher proportion of people who have never married (50%:31%).
- A lower proportion of married people (31%:54%), and
- A higher proportion of people who are separated/divorced (13%:8%).

These differences may be attributed to the significant gay and lesbian population living within the area and also the fact that a significant proportion of public housing tenants are single parents with (mostly) dependent children.

### **SUMMARY OF DEMOGRAPHIC CHANGE**

- South Sydney's declining population has experienced a turn around with modest growth in the number of people living in the City since 1986.
- Changes in population structure indicate a shift towards a younger population with a decrease in mature adults (ie 45 years and upwards) accompanied by an increase in young adults (ie 18 to 44 years) youths (11 to 18 years) and children (0 to 10 years).
- Whilst the City experiences a continuing high level of 'never marrieds' and single person households this has been countered by an increase in nuclear families, ie couples with dependent children, signalling an inward migration of families.

- The cultural diversity of the City is maintained by a significant ethnic and Aboriginal population, and reflected in religious affiliations within the community and languages spoken at home.
- Population projections included in a number of studies undertaken by Council and the Department of Planning forecast a continuing increase in South Sydney's population. Projected increases range from a total population around 80,000 people by 1997 to a total population of some 82,000 people by the year 2006 (West Botany Study).

### **ISSUES ARISING**

- *The need to maintain and support the diversity within the local community to ensure the cultural vibrancy of the area.*
- *The cohesiveness and stability of the local community in the context of such diversity.*
- *The need to support the cultural identity and expression of the various ethnic and Aboriginal communities living in South Sydney to ensure their sense of belonging.*
- *The implications of future population increases and the capacity of physical and social services to meet increasing demands.*
- *The need to provide community services which reflect and accommodate the changing population structure of the city and its cultural diversity.*



## 1.2 HOUSING

There are currently some 32,706 dwellings in South Sydney. (As at the 1991 census 89% of these were occupied). This translates to a steady increase of over 2,000 dwellings since 1981.

Figure 5 shows the breakdown of the type of occupied dwellings over the 10 year period 1981 - 1991.

Significantly the table indicates:

- The majority (56%) of dwellings in South Sydney are flats/apartments - of these the largest proportion (36%) occupy a dwelling in a building of 3 stories or more. This is followed by people residing in detached or terrace houses which comprise (41%) of total dwellings.
- A 4% increase in the number of detached, semi-detached and terrace houses over that period.
- A 12% increase in the number of medium density dwellings (up to 2 stories).
- A 19% increase in the number of medium density dwellings (3 stories and above), and
- A 29% decrease in shop housing.

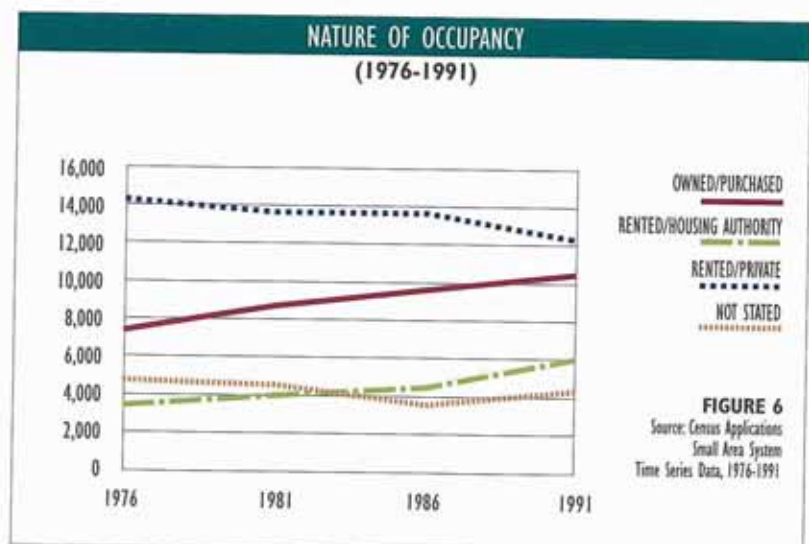
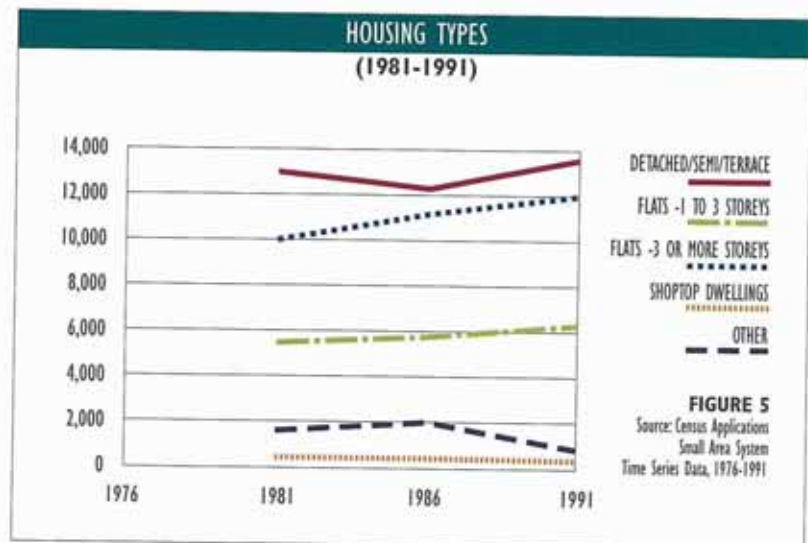
### Nature of Occupancy

Figure 6 shows an analysis of the data on the nature of occupancy of dwellings in South Sydney reveals:

- The majority (56%) of dwellings within South Sydney are being rented. (This compares with 35% for the Sydney Metropolitan area).
- A significant proportion (31%) of total rented dwellings are rented from the Department of Housing. (This compares with 21% for the Sydney Metropolitan area).

- Only 31% of dwellings within South Sydney are owned or are in the process of being purchased (this compares to 66% for the Sydney region).

These trends reinforce the relatively low socio-economic status and relatively high mobility of the South Sydney community. However, the trends in the nature of occupancy of dwellings over the 1976-1991 period show that this is changing.



Trends in the nature of occupancy show:

- A gradual increase in the number of dwellings owned/being purchased during that time, coupled with
- An increase in the amount of public housing stock being rented within the area, together resulting in a decrease in dwellings being rented from other sources, such as the private rental market.

### SUMMARY OF HOUSING TRENDS

- There has been a return to higher occupancy ratios coupled with a continuing increase in housing stock, mostly in the form of two bedroom units.
- The number of dwellings owned or being purchased continues to increase at the same time as an increase in public housing rental stock, especially since 1986.
- The increase in the number of dwellings being owned/purchased is attributed to an increase in owner occupation, an increase in private renters buying in the area or moving out as properties are sold in the face of increasing prices.
- The increase in the local population and the change in the population structure seems to indicate that urban consolidation policies are beginning to have a positive effect in attracting a wider range of household types to the South Sydney area.



### ISSUES

- *The need to maintain a balance in the mix, type and cost of housing stock within the city, so as to support and to accommodate a population mix.*
- *The affordability of private dwellings, both rented and being purchased, as the area becomes increasingly gentrified.*
- *The pressure that rising property prices within the area places on private rented stock and the demand for public housing.*
- *Depletion of traditional, affordable housing stock, particularly boarding houses, hostels etc., as such stock becomes strata titled or owner occupied.*
- *Whether existing public infrastructure and services are able to cope with the extra demand urban consolidation policies generate.*



### 1.3 LABOUR FORCE

In 1991, 86% of the labour force over 15 years of age in South Sydney were in employment.

Of those in employment, the majority (70%) were in full time employment and 26% in part time employment (4% did not state the basis upon which they were employed). Generally speaking this equated with employment trends across the Sydney region although South Sydney had a higher rate of unemployment (14%:10%).

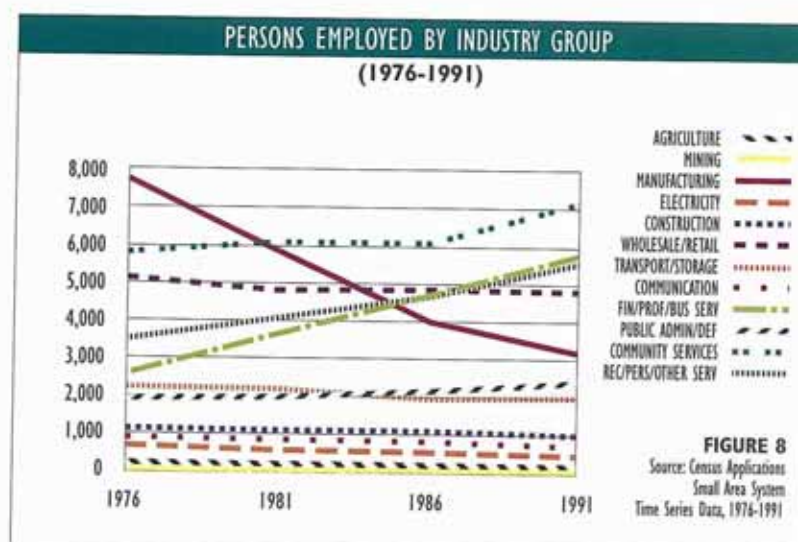
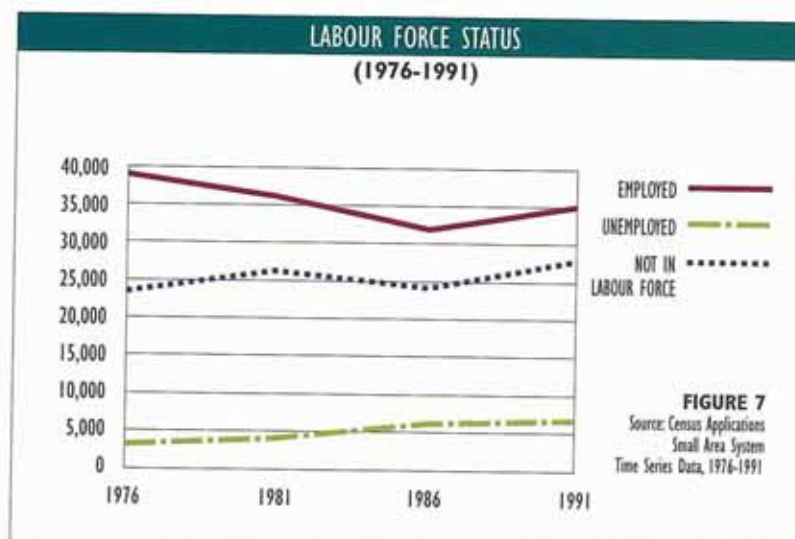
Other labour force characteristics included:

- The largest proportion (20%) of total employed persons are employed in the Community Services industry, followed by the Finance, Property and Business services (16%), Recreational, Personal and other services (16%) and Wholesale and Retails trade (14%) industries, as shown by Figure 8.
- The largest occupation group are professionals (21%) followed by sales and personal services workers (15%), clerks (15%), managers and administrators (11%) and labourers/related workers (11%).

- The majority of both males and females in employment were employed on a full time basis (74% and 63% respectively). However a higher proportion of those employed full time were males (62:38%) and a higher proportion of those employed part time were females (53:47%).
- 64% of unemployed people were male and 36% female. The majority of unemployed males (82%) were looking for full time work. This compares to 66% of unemployed females looking for full time work.
- Of those looking for full time work 69% were male and 31% female. Of those looking for part time work equal proportions were male and female.

Figure 7 shows the change in labour force status (employment trends) over the 1976 - 1991 period.

More recent figures from the Department of Employment, Education and Training (DEET) indicate when considering the industries in which South Sydney residents are employed and their occupational groupings:



- 86% of workers are wage or salary earners (55% male, 45% female), 8% are self employed (69% male, 31% female), 5% are employers (72% male, 38% female) and 0.3% are unpaid helpers (66% female, 34% male).
- 70% of people are employed in the private sector followed by 13% in State/Territory Government, 8% in Commonwealth Government and 2% in the Local Government sectors.

### Qualifications/Education

In terms of vocational qualifications over half (51%) the population aged 15 years or more are not qualified. Of those who are qualified, 15% have a bachelors degree or higher, 5% a diploma, 6% a vocational skill and 3% a basic vocational qualification.

Of those with a vocational qualification, slightly more are males (54% : 46%).

Figure 9 indicates the change in the qualifications/education of the South Sydney population (over 15 years of age) over the 1976-1991 period.

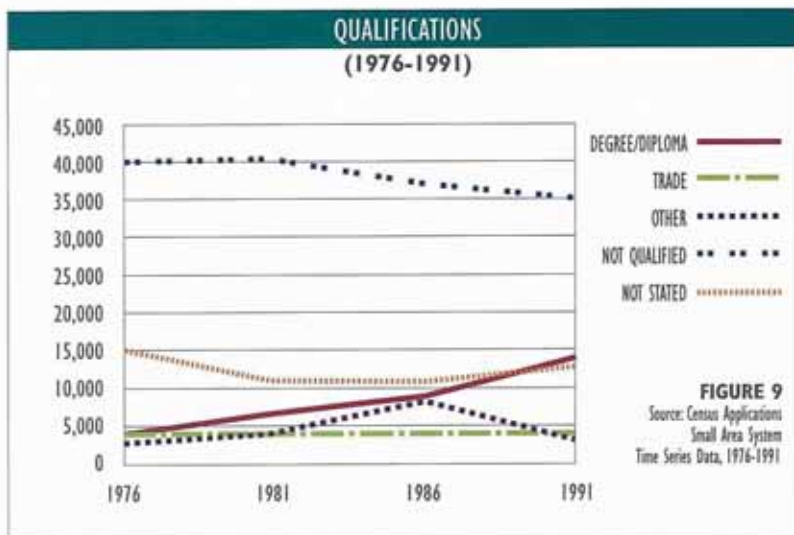
Significantly the graph shows:

- A marked increase in the proportion of the population with a tertiary qualification, particularly since 1986.
- A relatively stable proportion of people in a trade.
- A decrease in the number of people without a qualification, since 1981.

When compared to the data for the Sydney region South Sydney has:

- A higher proportion of people with tertiary qualifications (20%:15%).
- A lower proportion of people skilled in a vocation (6%:10%).
- A lower proportion of unqualified people (51%:57%).

This data indicates a significant trend towards a more highly qualified residential population, especially in the last 5-10 years and reflects the gentrification process taking place in South Sydney and a growing dichotomy within the local labour force.





## Incomes

The data on income for people living within South Sydney indicates:

- 72% of people aged 15 years or more living in South Sydney earned less than \$35,000 per annum in 1991 and half of these earned less than \$12,000 per annum.
- Of those earning less than \$12,000 per annum in 1991 the highest proportions were in the 65 plus, 25-34 and 20-24 age groupings (24%, 17% and 15% respectively).
- When considering annual family incomes 40% of families earned less than \$35,000 per annum with 19% earning less than \$16,000 per year and 8% earning less than \$12,000 per year.
- When considering annual parental incomes (ie. families with offspring) 60% earned less than \$35,000 and 56% less than \$30,000.
- 25% of total families with children earned less than \$12,000 per annum.

Significantly these figures compare with:

- An average Australian individual income of \$13,960 and an average NSW individual income of \$14,418, and an average Australian family income of \$34,987 per annum and an average NSW family income of \$36,552.

and indicate the relatively low socio-economic status of the South Sydney community and the extent of poverty within the area.





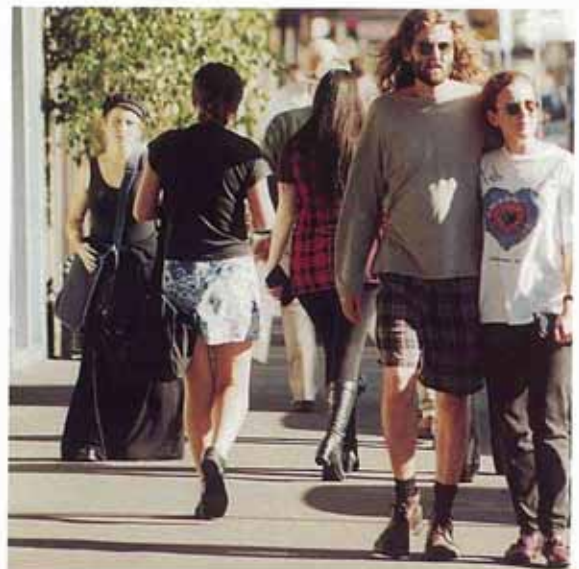
**SUMMARY OF LABOUR FORCE/  
EMPLOYMENT TRENDS**

- Analysis of the changes in industry and employment opportunities within South Sydney between 1976 and 1991 indicates a growing dichotomy within the local labour force. At the same time as the number of unemployed persons rose so did the number of employers and self employed people living in the area.
- Changes in the structure of the South Sydney labour force are reflected in the substantial increase in persons living in the area who hold a degree or diploma qualification, rather than a trade qualification.
- The increase in qualified people has occurred at a higher rate than most other inner city local government areas and reflects the gentrification process taking place in the City.
- Industrial areas in South Sydney will remain in the short and long term of regional significance as major employment nodes.
- Resident employment is however forecast to increase by 7% from 35,500 in 1991 to 38,000 in 2006 (Botany West Transport Study) whilst total employment opportunities within the area are forecasted to increase by 36% from an estimated 95,600 in 1991 to 149,300 in 2006 as a result of major expansion proposals around the Airport and Port Botany.
- There is expected to be a redistribution of office development to areas of lower rent further from the CBD and a significant growth in offices servicing airlines and associated industries within this growth corridor.
- There are significant manufacturing and service industries remaining in the area which have a firm commitment not to relocate.
- The traditional role of South Sydney as the 'engine room' of the City between the CBD/ Port Jackson and the Airport/Port Botany is likely to be reinforced in the future.
- A future expansion, rather than contraction, of the area's economic role within the Sydney region.
- The City will remain an important centre for the receiving, storing and distribution of freighted goods received through the air and sea ports.
- The area will continue to develop as a service centre for the CBD and surrounding terminals.
- The continuing increase in industrial land values will see heavy industry leaving the region to decentralised locations, capitalising on their land holding.
- Facilities for office, warehouse, showroom and light manufacturing will be further developed in the area.
- Further potential for high technology centres in the South Sydney region appears very positive.

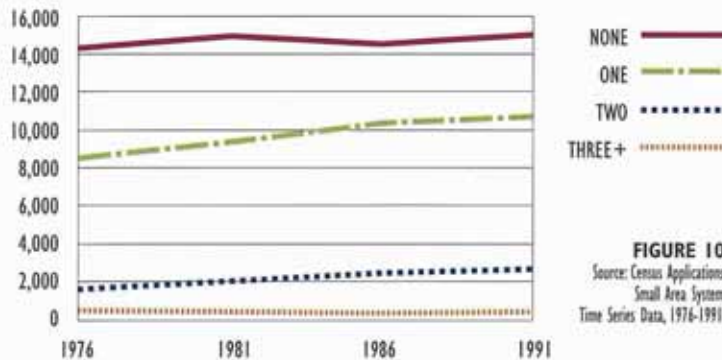
- The area has locational advantages compared with the established lower North Shore locations where land supply is becoming quite limited.
- The development of the wholesale/factory retail sector is increasing as the textile/footwear, garment and other commercial distributors relocate and develop in South Sydney particularly in the northern sector of the local government area.
- The growth of the tertiary employment sector has resulted in a higher component of office space being incorporated in quality warehouse and industrial developments.
- The trend to redevelop obsolete industrial complexes into modern office/warehouse strata title units is likely to continue. However there has been relatively little redevelopment of industrial land in South Sydney over the last few years. Recent surveys indicate that 4% of the net land in South Sydney is vacant.

## ISSUES

- *The trend towards a declining resident workforce within the area has been reversed.*
- *There is a mismatch between employment opportunities within one area and the qualifications/education base of the traditional resident population.*
- *The changing structure of the resident labour force and increasing differences in employment status are heightening inequalities.*
- *Poverty is becoming more widespread and more severe as a result of increasing unemployment and dependency on a social wage.*
- *More employment opportunities need to be created for local residents across a range of industries and types of work.*



## VEHICLE OWNERSHIP TRENDS (1976-1991)



## 1.4 TRANSPORT

Transport and traffic are major issues within South Sydney. These impact on both the quality of the environment and the quality of life of the local population.

The key factors influencing transport in the City are:

- The population, workforce and employment patterns.
- South Sydney's location in relation to major traffic and transport flows and origin and destination patterns.

### *Population, Workforce and Employment*

Trends such as an increasing number of residents, more jobs and more people working locally foreshadow an increase in the volume of traffic. This means that transportation will need to become more energy efficient, particularly since private ownership of vehicles continues to increase - although this trend is stabilising.

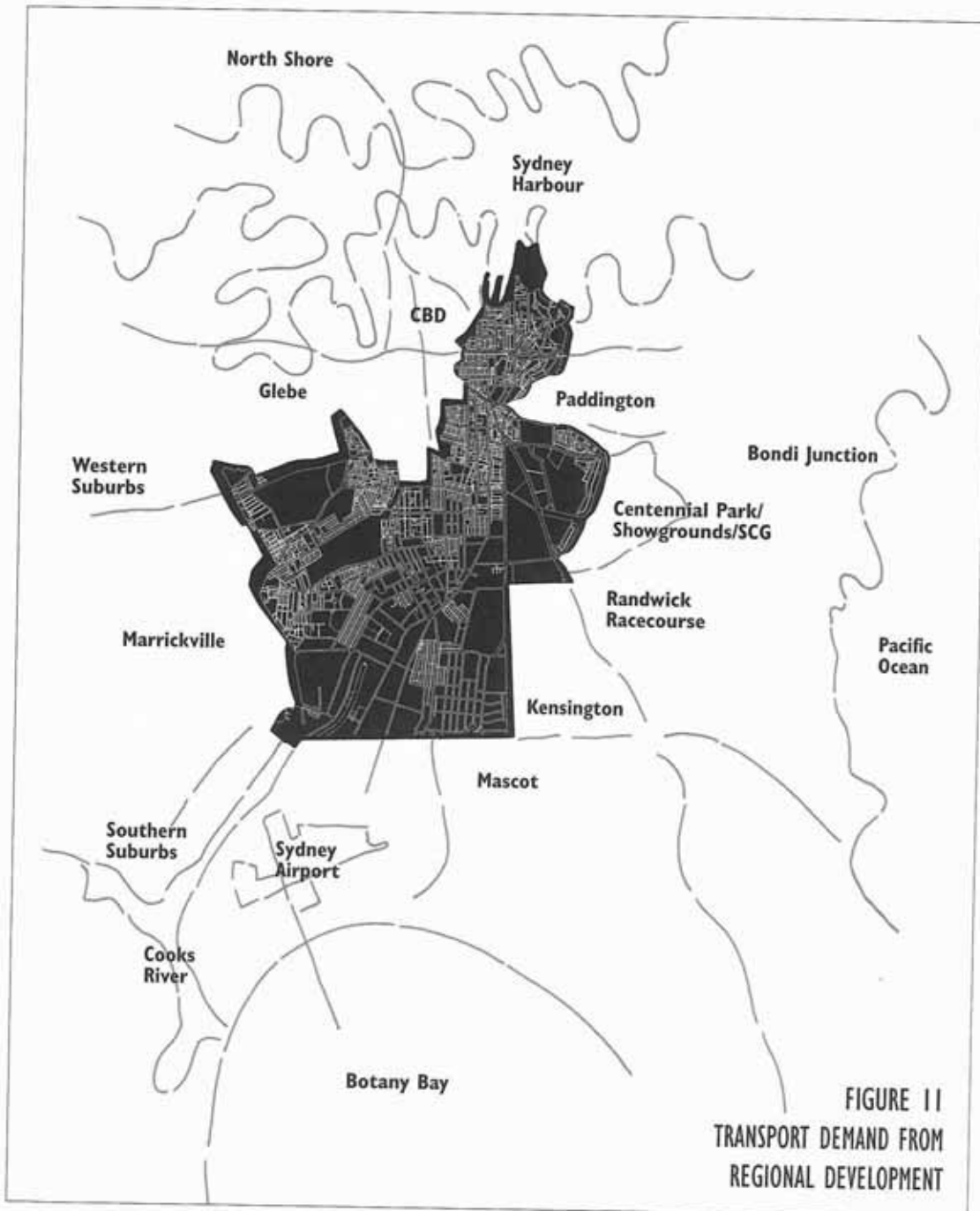
(As at 1991 there was a smaller increase in the proportion of households with one (37%) and two (8%) cars and a decrease in households without a car (45%). Refer to Figure 10.

### *Transport Flows and Patterns*

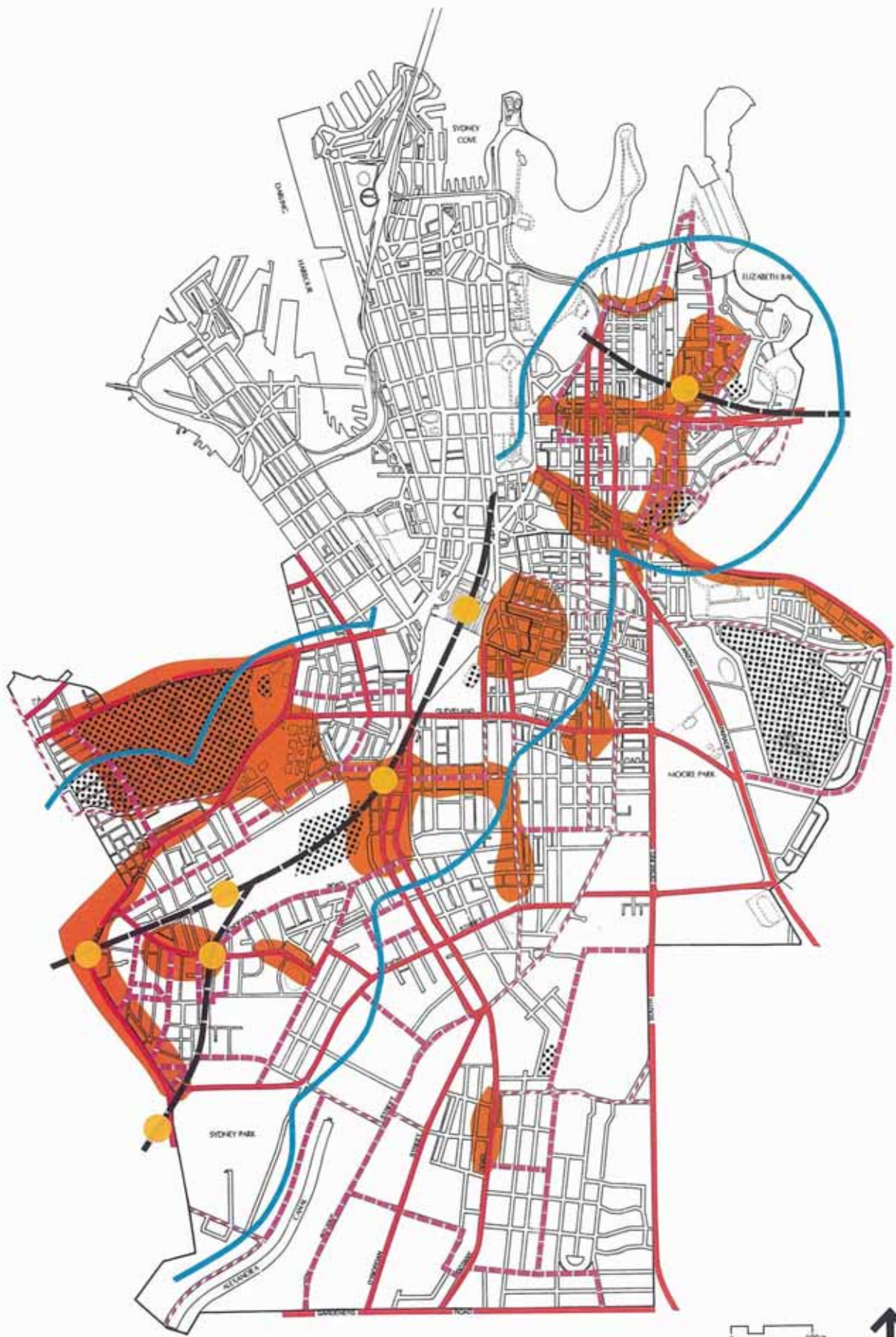
Cross-regional traffic is a major issue in South Sydney as the City is located at the 'cross-roads' of inner Sydney, the CBD, Bondi Junction, Kingsford Smith Airport and Port Botany. Regional development of Port Botany, the Airport, Eveleigh Railway Yards and possibly the Showgrounds will also increase transport demand in the future. Refer to Figure 11.







## MAP 2





# KEY EXISTING TRANSPORT

## MAP 2



Public transport high access zone



Railway station



Rail line



State road



Regional Road



Collector Road



Major pedestrian generator  
& attractor



Significant pedestrian precinct



High level of access to public transport within 1 km of railway stations and 500m of a bus stop.

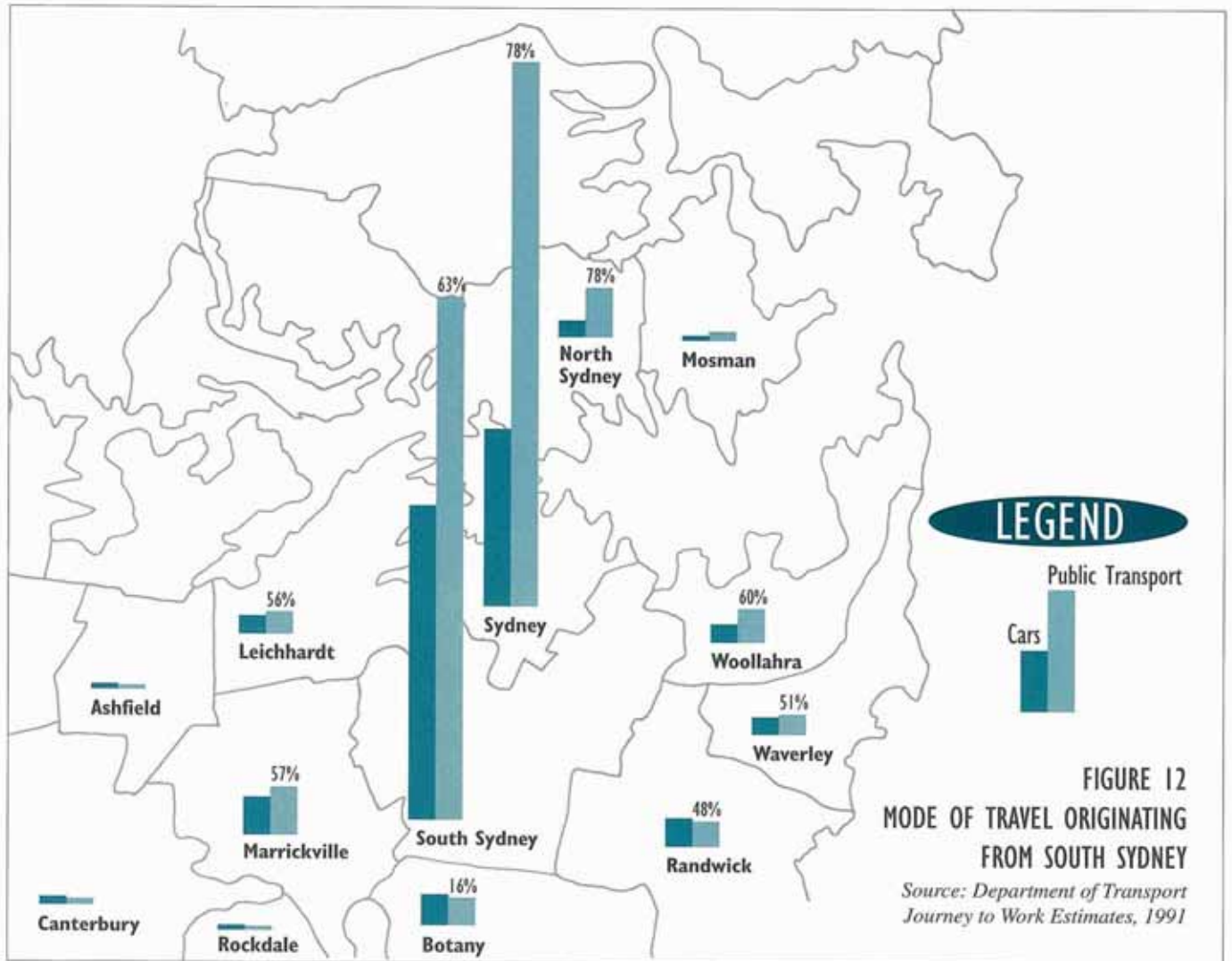
Existing designated road hierarchy channelling state and regional traffic on major roads.

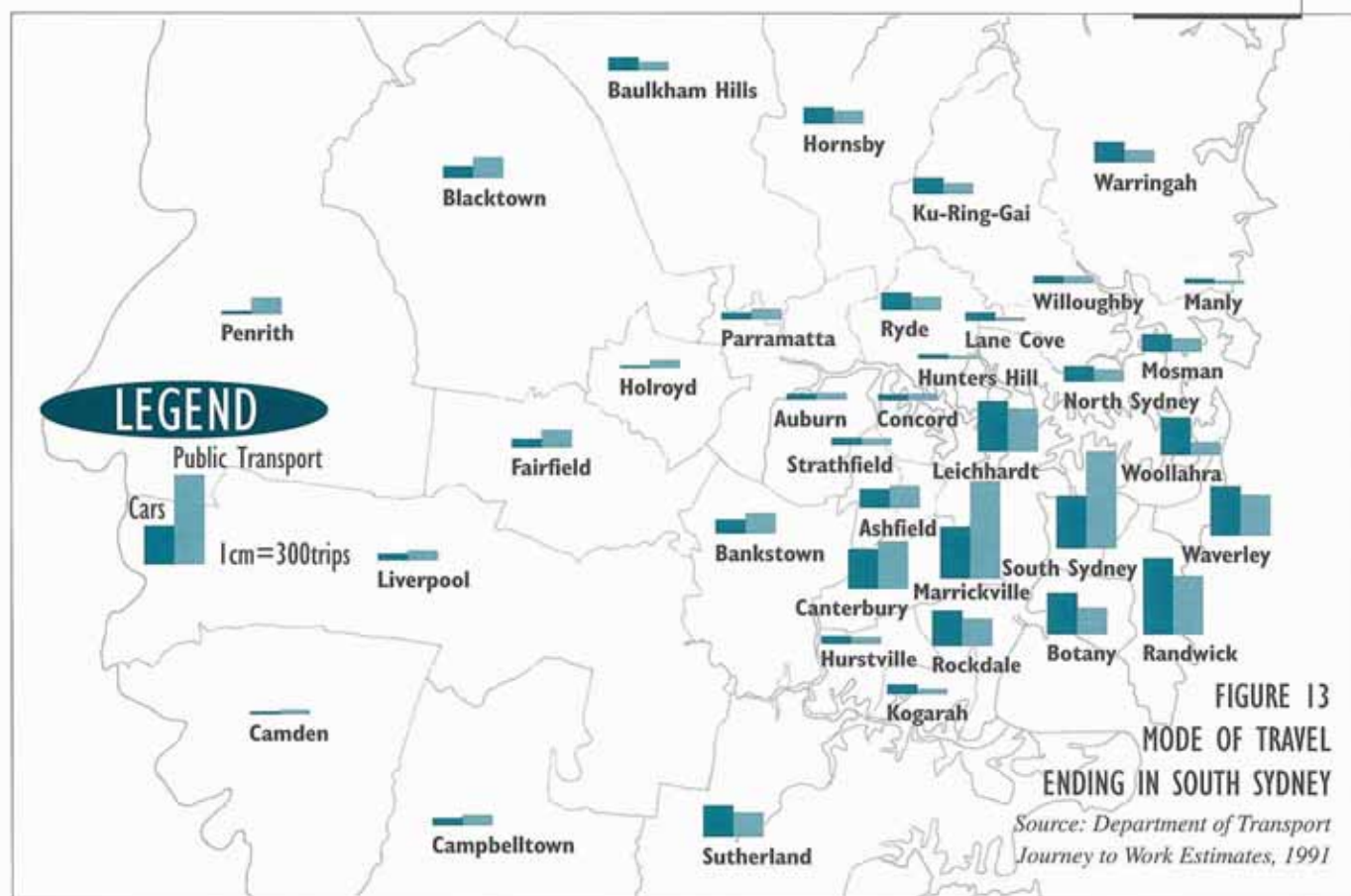
Pedestrian generators and attractors are largely special events, institutions, stations, shopping and entertainment areas.

Areas of high pedestrian activity.









### *Trips Originating in South Sydney*

Trips originating from South Sydney made by car and public transport are shown in Figure 12.

Significantly, the figure shows:

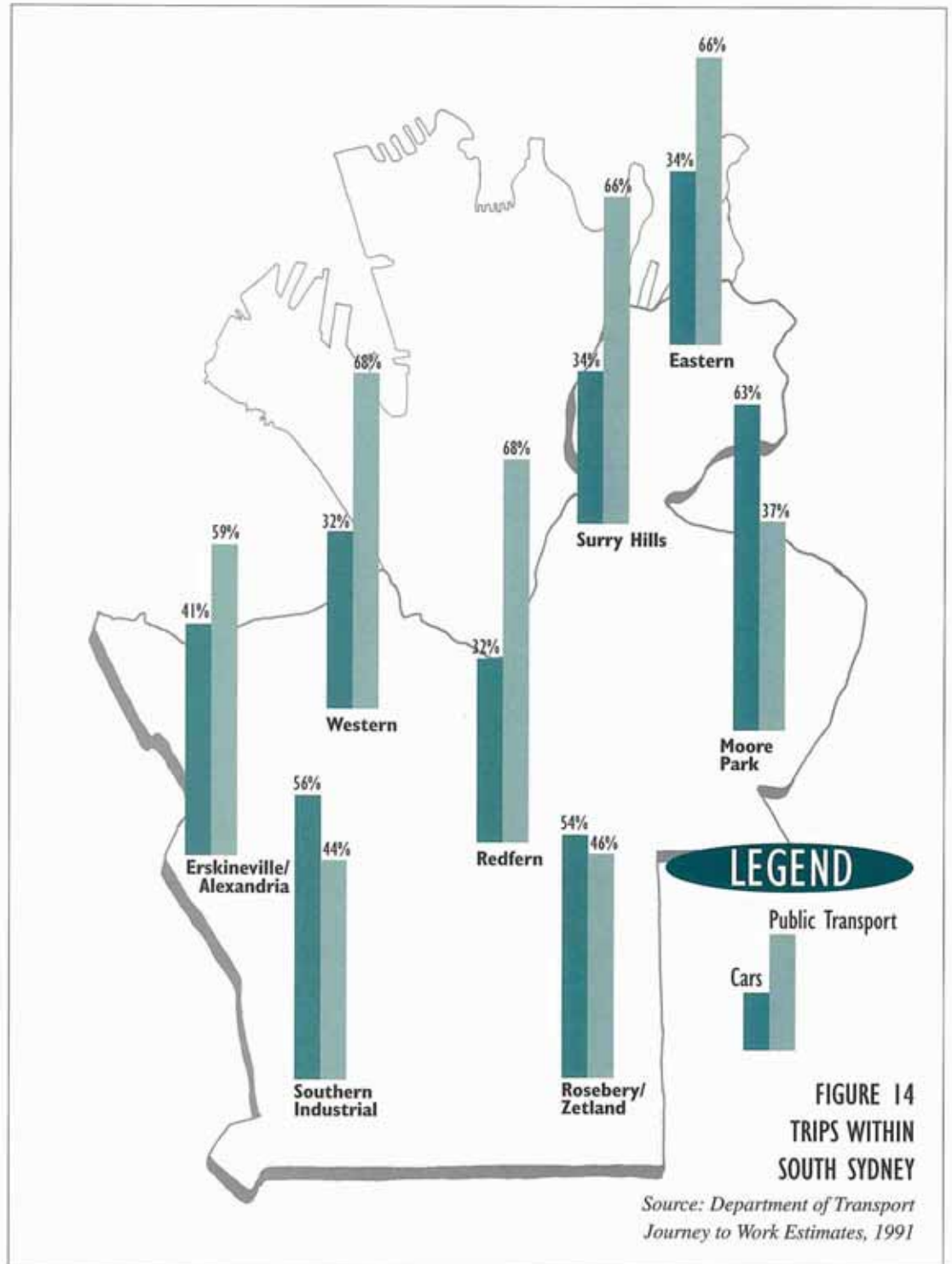
- From South Sydney, trips are predominantly made to Sydney (38%), South Sydney (35%) and Botany (10%) local government areas (LGAs).
- Public transport is used for 78% of these trips to Sydney where parking is restricted and public transport service levels are high. 63% of trips made within South Sydney are by public transport. Only 16% of trips to Botany are by public transport, the remainder being largely by car. These compare with the Sydney regional average of 34% by public transport and 65% by car.

### *Trips Ending in South Sydney*

Figure 13, shows where trips to South Sydney have originated from.

Data available on trips ending in South Sydney indicates:

- 47% of trips ending in South Sydney originate from within the area and adjoining LGAs: South Sydney (12%), Randwick (11%), Marrickville (9%), Botany (6%), Leichhardt (5%), Woollahra (4%). In addition 5% originated from each of the following LGAs: Canterbury, Sutherland, Waverley and Rockdale.
- Private vehicles are used more from the northern and eastern suburbs (eg Mosman 71% by car, Woollahra 66% by car) where car ownership levels are high and direct public transport services are poor.





- Public transport is more common from the west and south west where there is good direct access to the railway line.
- More than half the trips to South Sydney are into the suburbs of Alexandria, Zetland, Beaconsfield and Rosebery, which make up part of the Central Industrial Area.

### *Trips Within South Sydney*

Figure 14 indicates the trips and mode used for travel within South Sydney.

Key features include :

- Public transport is the most common mode of transport for workers living in the Western and Erskineville Districts and for those working in the Northern and Western parts of South Sydney.
- Cars are used more frequently than public transport to the destinations of Moore Park, Zetland and the Southern Districts.

### *Modal Split*

Figure 15 shows the trends in modes used to get to work from South Sydney.

Significantly the graph shows:

- a major decline in the use of buses over the 1976-1991 period.
- an increase in the use of trains.
- an increase in walking to work.
- from South Sydney cars are used by 33% of people travelling to work, public transport by 38%, 23% walk to work and 1% cycle. The incidence of walking and public transport usage is comparatively high by metropolitan standards (1991 ABS).

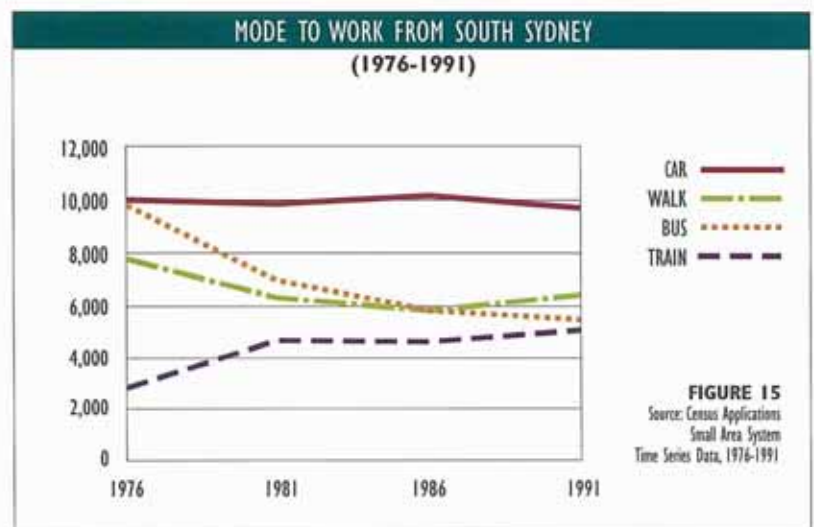
### *Traffic*

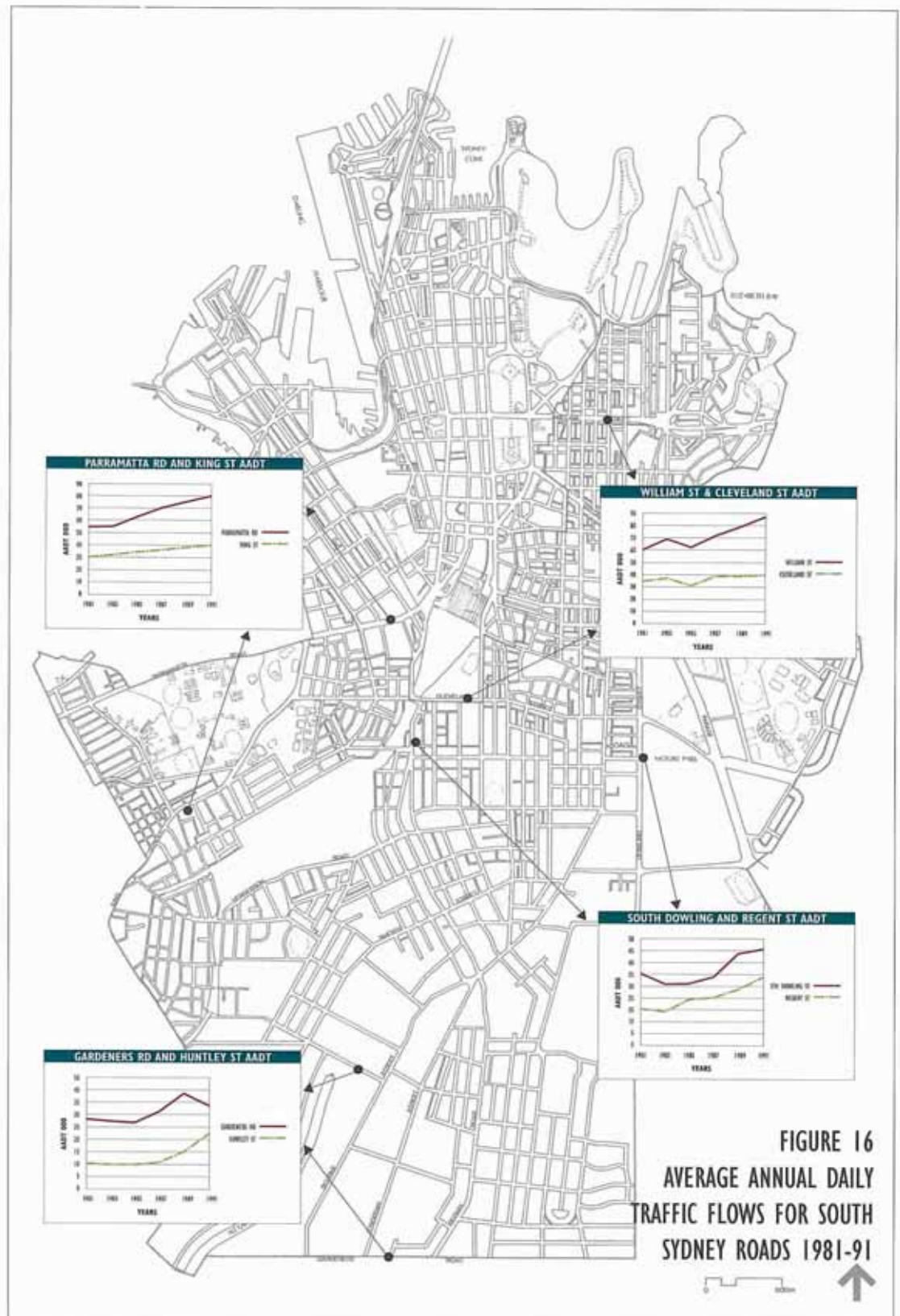
Traffic is one of the major concerns to the community and road users in South Sydney. Increasing volumes, particularly of through-

traffic are causing a deterioration in travelling conditions, air quality, amenity, safety and quality of life.

Figure 16 shows the trend in traffic on major roads in South Sydney:

- King Street and South Dowling Street carry the heaviest volumes of traffic north-south (41,000 VPD and 47,000 VPD respectively in 1991). (VPD = Vehicles Per Day).
- Parramatta Road and William Street carry the most traffic east-west, with 80,000 VPD and 87,000 respectively in 1991.
- Volumes have increased by 30-50% over the last ten years (1981-1991). Parramatta Road has experienced a 47% increase, King Street a 35% increase and South Dowling Street a 34% increase.
- Estimates from the Botany West Transport Study 1991, show that about 65% of traffic on South Sydney roads is through-traffic with neither origin nor destination within the LGA. Refer to Figure 17.
- The road hierarchy for South Sydney designates state, regional, collector and local roads with varying traffic capacity. Most roads are carrying more traffic than is desirable for the road classification.





### Public Transport

Compared with Sydney as a whole, public transport services in South Sydney are generally good.

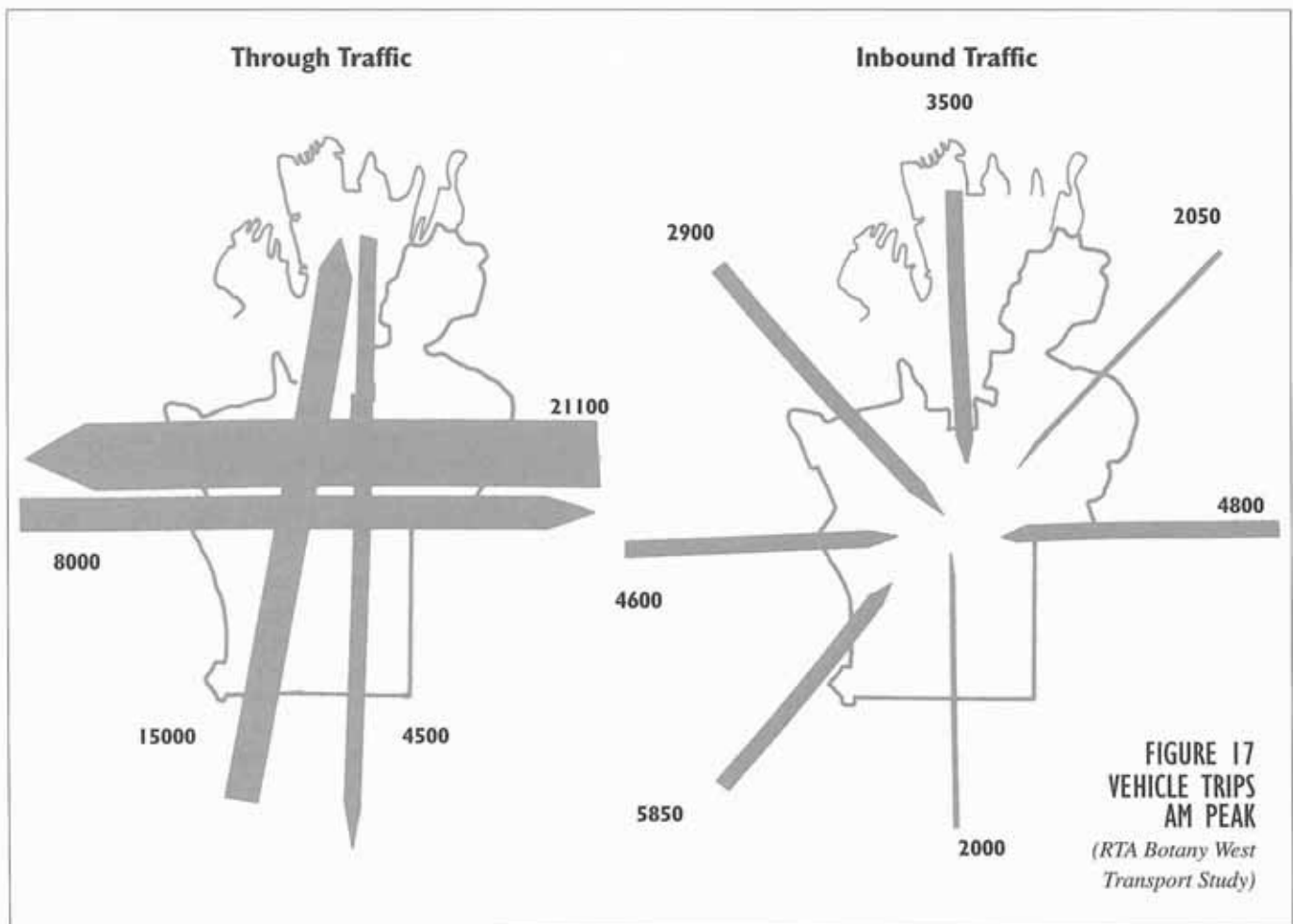
There are 8 railway stations within or just outside the South Sydney area where trains connect to the rest of the region. The railway lines run from the Central Business District to the north through the western part of South Sydney and east to Kings Cross. High levels of bus and rail services during the peak cater well for city commuters. However, sometimes through services are often full and not available to local commuters. (Most of South Sydney lies within an acceptable distance of a bus or train service running every 1-15 minutes).

As already outlined, public transport usage into and out of South Sydney is high compared with the Sydney region and varies substantially according to the origin and destination and the level of accessibility by public transport.

#### Percentage of trips by Public Transport

- From South Sydney 64%
- Within South Sydney 63%
- Into South Sydney 56%
- Sydney region average 34%

However problems are experienced in relation to cross regional (east-west) travel. Off peak services are generally less frequent and reliable than peak services.





### ***Bicycles***

The use of bicycles as a common form of transport is deterred by poor safety and high levels of pollution as a result of sharing roads with motor vehicles.

The Inner City Bike Plan and City of Sydney Bike Plan prepared in 1983 identified opportunities for cycle routes. Some were constructed, but more facilities are needed to improve safety and enable greater use of bicycles. An updated plan is required.

### ***Pedestrians***

A number of institutions and major entertainment and recreation venues in the area attract pedestrians, including Sydney University, St. Vincent's and Royal Prince Alfred Hospitals, the RAS Showground, Sydney Football Stadium, the Sydney Cricket Ground and Kings Cross.

Many of the commercial centres in South Sydney stretch along main roads carrying high volumes of traffic. These roads act as barriers to pedestrians and create conflict between pedestrians and vehicles. eg King Street, Oxford Street and Botany Road/Redfern Street, where heavy volumes of pedestrians also access the railway station.

- South Sydney contains 9 of the 25 worst pedestrian accident locations in New South Wales, such as Taylor Square, Darlinghurst.

### ***Parking***

- In many parts of South Sydney off-street parking is not available on residential and commercial premises. Competition for kerbside parking spaces is high.
- Whilst a reduction in the parking requirement for new developments may be a way of deterring vehicle ownership, insufficient spaces could also compound the on-street parking situation.

- The majority of shopping centres in South Sydney suffer from a shortage of public parking, made worse by clearway and no standing restrictions on many of the roads through the centres.
- Many existing public parking areas are poorly signposted, poorly lit and not visible from the shopping centres or adjacent major roads.
- Most centres are close to residential areas and parking overflows into the residential streets.
- There is increasing demand for night-time entertainment on Oxford Street and King Street, putting considerable pressure on kerbside parking spaces at a time when resident parking is at a premium.
- Provision of parking can encourage people to travel by car, contributing to the environmental and congestion problems of the inner city area.

### ***Freight***

- Sydney's major industrial areas are located close to an industrial spine between Botany and Blacktown.
- Sydney's Central Industrial Area extending into South Sydney, Botany and Marrickville is a major focus of industrial activity and freight transfer terminals.
- Access to main trunk routes serving Sydney is of primary importance to interstate and intrastate road operators.
- Road Transport Future Directions - Report on Options (RTA) discusses a freight route concept linking industrial and commercial centres in Sydney. The features of this concept include the M5 as the main connector to Port Botany, CBD, Sydney Airport and the south-west. The M5 currently ends at Southern Cross Drive, Mascot. Distribution of traffic beyond this point northwards is not clearly defined. As a result, heavy vehicles continue to filter through local streets in South Sydney.

- The demand for modern warehousing, transport and interchange facilities, B-Double trucks and other efficient freight vehicles is likely to increase in the future.
- The impact of heavy vehicles and vehicles carrying hazardous goods through residential and commercial areas is of major concern throughout South Sydney.

### SUMMARY OF TRANSPORT TRENDS

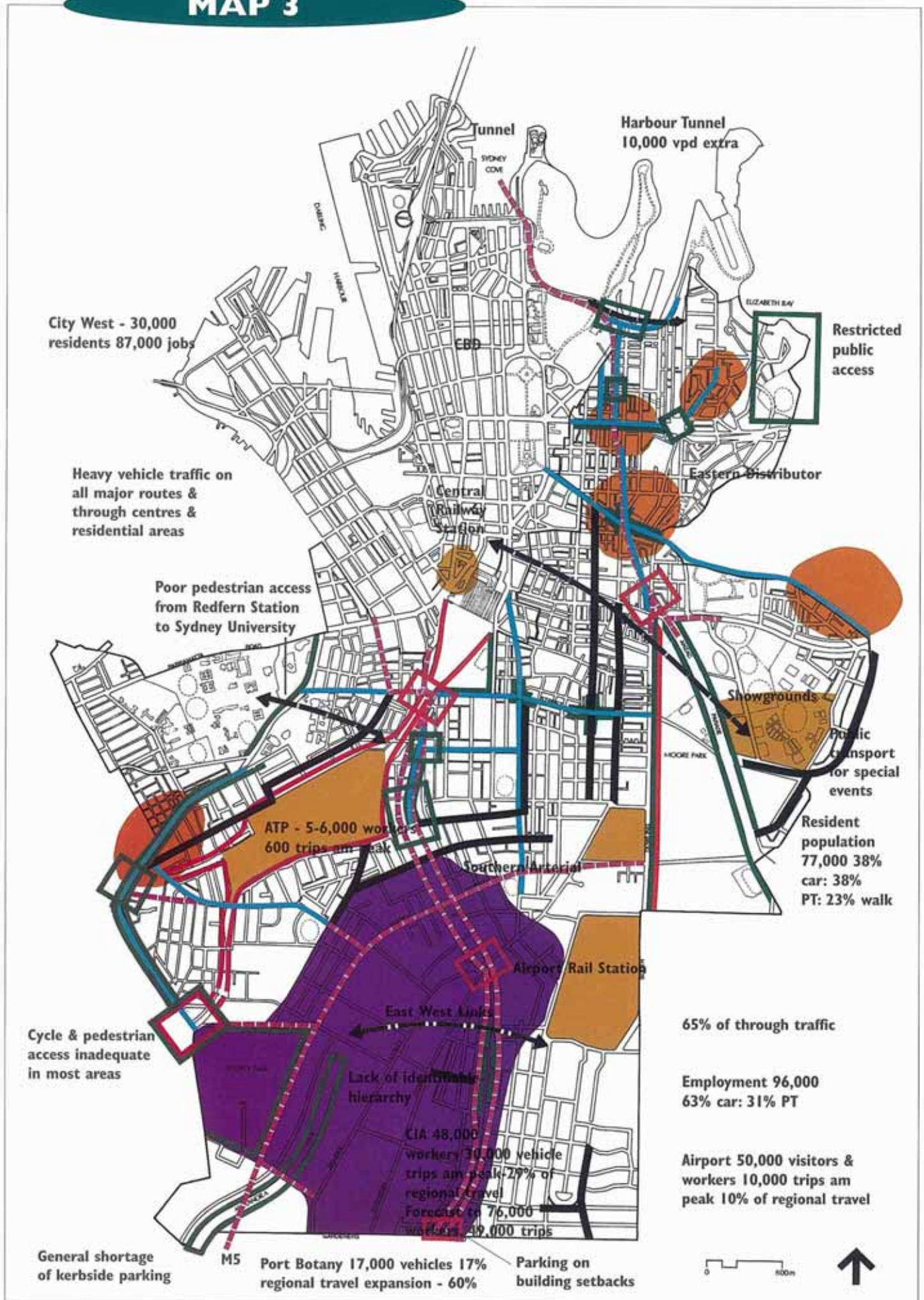
South Sydney's location between Sydney's Central Business District and the gateways to the Airport, Port Botany and the Central Industrial Area results in high volumes of traffic through the City.

- Various regional road improvements are proposed (some of which have been completed by the Roads and Traffic Authority, including the Harbour Tunnel, the Eastern Distributor, the M5 Motorway and the Southern Arterial). Whilst some will improve the road capacity, others will bring additional traffic into the area.
- Expansion of the Airport and Port Botany and other large development sites in the area will generate additional traffic and redevelopment. More employment opportunities will increase demand for work related travel while increasing volumes of road freight will also impact on the area. Increased use of rail freighting is needed.
- Residents and workers continue their high use of public transport, or walking.
- Regional traffic is increasing in volume, making a greater environmental impact on the City.

### ISSUES

- *Major regional proposals which could increase the volume of vehicles travelling in, and through South Sydney.*
- *The environmental impact of vehicles.*
- *The intrusion of through traffic.*
- *The interrelationship between transport and urban planning.*
- *The need to increase the use of public transport - to reduce road congestion and pollution.*

# MAP 3





# KEY TRANSPORT ISSUES

## MAP 3

-  Redevelopment
-  Future proposals
-  Major roads through retail centres
-  Poor pedestrian access
-  Special
-  East/west links
-  Pedestrian access restricted by traffic flows
-  Inadequate public transport
-  Through traffic in residential areas
-  Inadequate parking in centres
-  Landscape treatment of edges & junctions



Major regional development likely to generate significant transport demand.

Major future road proposals to improve capacity.

Conflict between through traffic and pedestrian activity results in loss of amenity in shopping precincts.

Pedestrian access to stations and other services should be safe.

Access to facilities is particularly difficult where they are split by busy roads such as Mitchell Road and South Dowling Street.



The South East of the City, including its industrial area suffer most from inadequate public transport. As a result many workers have to use private transport.

Safety and amenity are reduced by through traffic in residential precincts.

Parking in commercial centres is necessary to ensure viability, however this should be balanced with good public transport services.



Landscaping makes the streetscape more attractive and helps to buffer pedestrians from traffic.



## 1.5 ENVIRONMENT

The City of South Sydney experiences a number of urban environmental problems. The most critical of these include air pollution, water pollution, noise pollution, soil contamination, waste disposal, flooding, hazards associated with the storage and transport of dangerous goods and a loss of natural vegetation.

These problems arise, and are exacerbated, by a number of factors such as:

- The historical patterns of industrial development within South Sydney.
- The strategic location of the City.
- The concentration of different land uses in, and immediately surrounding, the South Sydney area.

They result in significant environmental degradation. Individually and collectively, they require clear and effective management strategies to minimise their impact on the environment - and specifically, environmental quality.

### *Air Pollution*

The concentration of industrial and private vehicles in South Sydney results in a high level of air pollution. Emissions from these sources causes petrochemical smog, urban haze, ozone depletion and the greenhouse effect, all of which impact directly on both the quality of the physical environment and the health of the local and regional communities.

### *Greenhouse Effect*

The emission of particular gases into the environment is causing the depletion of the ozone layer and the gradual warming of the planet, known as the 'greenhouse effect'. The climatic changes associated with the greenhouse effect include a rise in temperature, summer rainfall and sea levels, higher frequencies of drought, and an increase in the occurrence of extreme weather conditions (including heat waves and storms).

Within South Sydney these impacts are likely to be experienced through:

- An increase in flooding.
- An increase in river and soil salinity.
- An overload and overflow of sewerage systems.
- Rising temperatures, leading to more use of air conditioners.
- More mosquitoes and ticks.

In view of the potential severity of the situation, a greenhouse policy has been developed by Council, which aims to reduce the impact of 'greenhouse' on the community and environment.

### *Noise Pollution*

The reduction of noise pollution and, in particular, background noise is a major concern in South Sydney. Background noise has many origins, including traffic, machinery and households.

Noise has been proved to have both psychological and physiological impacts and can result in physical damage, emotional stress and tension.

### *Water Pollution*

Stormwater runoff is a major source of water pollution within South Sydney. Stormwater runoff contains numerous pollutants including litter, plastics, vegetation and organic matter, industrial by-products, oils and grease.

Approximately half of Council's stormwater runoff enters Alexandra Canal and ultimately discharges into Botany Bay.

The problem of stormwater runoff is exacerbated by the nature of industry within the area which sometimes results in chemicals and solvents entering the stormwater system via unauthorised discharges and spillage, either deliberate or unintentional.



**Soil Contamination**

A number of sites within South Sydney are contaminated with hazardous materials. Without proper management these sites present a hazard to the local community and in many cases are currently leaking pollutant substances into stormwater channels, thus polluting the water system.

**Flooding**

There are many areas within South Sydney which are prone to frequent flooding. The majority of flood damage is experienced in the commercial/industrial areas within the catchment of Shea's Creek.

A study conducted by the Sydney Water Board in 1991, found that flooding in the Shea's Creek catchment (the largest catchment within the South Sydney area) has the potential to cause extensive damage to residential and commercial/industrial properties in the flood plain.

These factors together with inadequate drainage systems mean that flooding is viewed as a major issue to be considered in planning for the future development in South Sydney.

**Waste Disposal**

The disposal of waste can be harmful to the environment. The incineration of waste emits carbon dioxide and other gases into the atmosphere while landfill contributes to the build up and leaching of methane and carbon dioxide.

Within South Sydney both options present problems. Landfill sites are scarce, and incinerators (such as the one at Waterloo) present other risks. Ultimately the most effective way to reduce the impacts of waste disposal is to minimise waste itself by recycling materials. This in turn reduces the depletion of renewable resources and the use of energy in manufacturing processes.

**Dangerous Goods**

The storage and freight of dangerous goods is a significant issue in South Sydney due to the nature of industry within the City and its proximity to residential areas. The Environment Protection Authority (EPA) is proposing to incorporate existing control legislation into one Act, to be known as the Protection of the Environment Act. (Under this instrument companies using dangerous goods will be required to conduct their own environmental audits of goods stored on site and forward the information to the EPA). The proposed 'Right to Know' legislation will enable Council, as well as the general public, to have access to that information.

Council, for its part, is currently preparing a register of sites storing dangerous goods to control existing and new development.

**Lack of Vegetation Cover**

Relative to other urban environments South Sydney is generally lacking in vegetation, particularly in the southern industrial area of the City.

To address this problem the task is to reinstate the natural environment wherever possible and improve drainage systems to support existing vegetation and prevent further loss. Ultimately an increase in (appropriate) vegetation cover will improve environmental quality through improved natural ecosystems, and will result in benefits such as improved community health and an increase in the diversity of wildlife species attracted to the area.











## MAP 4



# KEY ENVIRONMENTAL ISSUES

## MAP 4

-  Key open space
-  Flood prone areas
-  Major stormwater lines
-  Sea level rise
-  Potentially contaminated sites
-  Open channel & stormwater canals
-  Good access to public transport
-  Major traffic through routes



The City includes a large number of parks. However, as residential densities increase, more parks will be needed.

The topography is mostly undulating. The northern sector includes significant natural basins and amphitheatres. The main ridge runs along Oxford Street shedding rainwater north to the harbour and south to Botany Bay.



A number of flood prone areas exist in the Southern part of the City including: Erskineville, Alexandria and Redfern. These are part of the Shea's Creek Catchment Area. Flooding results largely from blocked drains during peak rainfalls.

Stormwater lines extend through the City. Many of these are old and require upgrading.



Sea level rise as a result of the Greenhouse Effect may affect areas such as Woolloomooloo (which has a high watertable) and Elizabeth Bay in the future.

There are a number of potentially contaminated sites due to the industrial history of South Sydney. Contamination of soil also affects the stormwater channels and canals, as toxic substances drain into the stormwater system and eventually end up in Botany Bay.

The open channel and canal system has the potential to be upgraded more easily than the closed system and can also be used as open space/recreation.

A large proportion of South Sydney is well served by rail and includes 5 railway stations within its boundaries and 2 more on its borders.

Due to its proximity to the CBD, the Airport, the Eastern Suburb sea front and the southern industrial area, the City is subject to a large amount of through traffic causing extensive air and noise pollution.





## SUMMARY OF ENVIRONMENTAL TRENDS

There is an increasing community awareness of environmental issues and the need to preserve the environment for future generations.

On a global scale, the Earth's atmosphere is being changed by pollutants from human activities, inefficient use of fossil fuels and the effects of rapid population growth.

### ISSUES

- *The potential future impacts of global warming and the greenhouse effect such as increases in flooding, pollution, ozone depletion.*
- *Increasing occurrence of pollution related diseases and ailments.*
- *The impact of environmental problems on community wellbeing and the provision of community health facilities.*
- *Waste management practices.*
- *The transport and storage of dangerous goods.*
- *Noise pollution from vehicles.*
- *Air pollution.*
- *Water pollution.*



## 1.6 URBAN FORM

The urban structure and form of South Sydney is characterised by a combination of elements, both natural and built. These elements closely relate to each other and combine to give the city its unique physical identity. They can be described under the headings of:

### The Setting

Which includes:

- Topographic features such as significant ridge lines, valleys, natural amphitheatres, small hilltops and Harbour foreshores.
- Significant view corridors which provide distant and local images, and are some of the most memorable features of South Sydney.
- Landmarks, both natural and manmade, including Mount Carmel, Moore Park and the Waterloo/Redfern high-rise towers.
- Key built up areas and areas of high visibility such as Kings Cross, Darlinghurst, Surry Hills and parts of Redfern/Waterloo. These provide spectacular backdrops to views from the Harbour and the Domain, Sydney Park, Victoria Park and beyond. See Map 5.

### The Urban Structure

Which includes:

- The system of major roads and street patterns.
- The primary and secondary activity centres - focal points, including important junctions and the City's commercial zones.
- The open space network; parks, civic spaces, landscaped corridors and street closures.
- Major institutions including universities, hospitals etc.
- The gateways forming the entry points into identifiable precincts or nodes which often coincide with major junctions.



***The Built Form and Thematic Character***

Which include:

- Identifiable unique precincts that have a sense of history and distinguishable characteristics in terms of built form, land use and street pattern. These precincts are self contained by the edges identified in the urban structure.
- Building styles and forms.

There is a variety of architectural styles and building types ranging from the traditional Victorian and Federation style terraces, to 3 and 4 storey residential blocks, warehouses, industrial and commercial buildings, including many public structures of heritage significance.

***The City's Heritage***

South Sydney possesses the oldest suburbs in Australia. The area probably contains the greatest chronological and representative range of terraces in Sydney. The quality of the townscape in many parts of the city is high and has resulted in the designation of extensive conservation areas and many individual items of heritage significance gazetted in Local Environmental Plans.

There are a number of 19th century Victorian parks such as Victoria Park and Redfern Park.

***SUMMARY OF URBAN FORM***

South Sydney is a highly populated area surrounding the Sydney CBD. It is the oldest inner city urban environment in Australia. History has shaped its details to create a vibrant city, rich in cultural diversity and people.

South Sydney's established patterns, such as the City's setting, thematic character and built form, together give structure and memorable qualities to the urban environment, forming an overall image that collectively contributes to the unique identity of South Sydney.

***ISSUES***

*The need to:*

- *Protect and enhance the setting including views and vistas of the City and from the City, particularly along significant ridge lines and landmarks.*
- *Reinforce the urban structure, major approach routes and gateways from the airport to the City and to reinforce and enhance focal points and nodes, and to establish a hierarchy of places that serve local and regional needs.*
- *Protect and enhance the character and identity of local precincts in South Sydney, to enhance special sites and significant street patterns that contribute to the urban form of the City.*
- *Effectively manage the City's open space resources in a co-ordinated and integrated manner.*
- *Conserve items of environmental heritage.*

## MAP 5





# KEY EXISTING URBAN FORM

## MAP 5



Ridges



Valleys



Hilltops



Key built up areas



Significant view corridors



Landmarks



Edges



Centres



Nodes



Contributory buildings



Intrusive buildings & other items



Open space



The termination of a district is its edge, a clearly defined visual or physical zone which is shared between districts or precincts, such as Oxford Street or King Street.

Boundaries are linear elements like rivers, railway tracks and elevated motorways.

Centres are generally South Sydney's commercial zones.

Nodes are centres of activity of focal places such as junctions or paths; examples extend from roundabouts to market squares. Nodes usually are perceived as total entities which can be 'entered'.

Settings refers to the formal structure, the mass or external shape of the City. Significant elements include ridge lines, valleys, hilltops, key built up areas, view corridors, vantage points and landmarks.

Landmarks are prominent visual features or objects of the City. They act as points of reference which people experience from outside. Some landmarks are very important elements of urban form. Landmarks enhance definition and identification of the urban environment.

Urban structure refers to important physical elements such as edges, boundaries, centres and nodes.

The Built Form refers to the variety of architectural styles and building types. Contributory Buildings are buildings with some trait or feature existing in significant numbers to influence the overall character of an area. They usually share common architectural features, materials or decorative details. Contributory buildings are important to define a regional or local character which can be used as a guide for further development.

Intrusive Buildings or elements in the urban environment include anything which is considered unsympathetic to the character of the district as a whole. Such visual intrusions may be new buildings, which by their scale and mass, or architectural treatment, are out of character with the buildings around them.